

The Hong Kong Daily News

No. 8757

日四十月二年十一月光

HONGKONG, MONDAY, JANUARY 18TH, 1886.

一月

正英香

[PRICE \$2 1/2 PER MONTH]

SHIPPING.

INTIMATIONS.

ARRIVALS.

January 15, AMOY, British steamer, 814, R. Kohler: Shanghai 12th January. General SIEGMUND & Co.

January 16, LIE-SANG, British str., 1,000, S. Seymour, Whampoa 16th January, General JARDINE, MATTHESON & Co.

January 16, ZAFIRO, British steamer, 973, Tabet, Manila 13th January, General RUSSELL & Co.

January 16, SIE-WE, British str., 1,000, Wood: Shanghai 12th January. General JARDINE, MATTHESON & Co.

January 16, CAI-HAT, British steamer, 1,884, J. Russell, Shanghai 14th January, Mails and General—P. & O. S. N. Co.

January 16, DEUTSCH, British steamer, 1,197, A. E. Letham, Marting 12th January, Salt—ED. SCHELLHAAS & Co.

January 16, GRACIAS, British steamer, 1,346, Euston, Saigon 9th January, Rice—ED. SCHELLHAAS & Co.

January 16, DE BAY, British steamer, 1,082, J. Lee, Nagasaki 12th January, General JARDINE, MATTHESON & Co.

January 16, TRITON, German steamer, 1,406, Euston, Saigon 9th January, Rice—ED. SCHELLHAAS & Co.

January 17, THIRTEEN, British steamer, 1,671, Madie, Yokohama 9th January, Mails and General—P. & O. S. N. Co.

January 17, NAMOA, British steamer, 802, Geo. Westoby, Foochow 12th January, Amy 14th, and Swatow 16th, General DOWDALL, LAIRAH & Co.

January 17, BORNEO, Dutch steamer, 1,433, W. J. Stark, Saigon 12th January, General JARDINE, MATTHESON & Co.

January 17, TAICHOW, British steamer, 862, Joseph Newton, Hongkong 9th January, General—YUEN FEE HONG.

January 17, NINGPO, British steamer, 791, Wm. Potts, Whampoa 17th January, General SIEGMUND & Co.

CLEARANCES.

At the HARBOURMASTER'S OFFICE.

16TH JANUARY.

Douglas, British str., for Swatow.

Arriston Apear, British str., for Singapore.

Diamond, British str., for Singapore.

Harter, British str., for Saigon.

Edwin, British str., for Amy.

John Kao, British str., for Singapore.

Sooloo, British bark, for Foochow.

Prins Georg, German str., for Singapore.

Daoust, British str., for Foochow.

Elsa, German str., for Saigon.

Elsa, German bark, for Foochow.

Carl Cohn, German str., for Tsinwanfu.

Santa Filomena, Spanish bark, for Iloilo.

DEPARTURES.

January 10, JOHN KNOX, British str., for Singapore.

January 10, FORTUNO, British str., for Amy.

January 10, ARKTOON APEAR, British str., for Calcutta.

January 10, PALAMED, British str., for Yokohama.

January 10, YANGTSE, British str., for Shanghai.

January 10, SIGNAL, German str., for Foochow.

January 10, ALCBANY, British str., for Saigon.

January 10, DOUGLAS, British str., for Coast Ports.

January 10, DANUBE, British str., for Swatow.

January 10, DIODED, British str., for London.

January 10, STOFFURSTEN, Edsian bark, for New York.

January 10, LADY HAREWOOD, British bark, for Whampoa.

January 10, FLINTS-GROGB, German str., for Singapore.

January 10, Sooloo, British bark, for Foochow.

January 10, HARTER, British str., for Saigon.

January 10, ELSA, German bark, for Foochow.

January 10, JOHN ROCK, San Jose, California, U.S.A.

January 10, CUTLEE, PALMER & Co.

The well known Wine Shippers to China, OY LONDON, BODDEAUX, CALCUTTA, BOMBAY, MADRAS, LAHORE, KURBACHEE, &c.

Their Representatives in China—

Messrs. JARDINE, MATTHESON & Co., Hongkong.

SIEMENS & Co., and

JANE, CRAWFORD & Co., Shanghai.

Call attention to some of the Wines and Spirits connected to these care by this well-known house.

CLARETS, MORTON, LAROSE, St. Jules, MORTON, both in Quarts & Pint.

IMPERIAL & AMOROSO, SHERRY, MANZANILLA & SHERLEY—verpala & dry VINO PUENO—pretty delicate wine.

These Sherrys are also shipped in Jars containing 4 gallons.

INVALIDS' PORT, a most agreeable wine, approved by many Physicians.

SCOTCH WHISKY—of several sorts, viz:

In square bottles—Name Johnstone's.

In round bottles—C. & P. Co.'s, Heart shaped label.

In round bottles—The celebrated Glenlivet IRISH WHISKY—the only best.

JOHN ROCK, San Jose, California, U.S.A.

REPORTS.

The British steamer *Saxo* reports left Shanghai on the 12th inst., and strong northerly and high weather throughout.

The British steamer *Glaucus* reports left Liverpool on the 29th November, and Singapore on the 6th January. High strong northerly winds to N.E. winds to port.

The British steamer *Zafiro* reports left Manila on the 13th inst., and had moderate to strong monsoon, wind well to the Eastward with rough sea, high weather towards the coast.

The British steamer *Saxo* reports left Bangkok on the 9th inst., and experienced moderate N.E. winds in Gulf of Siam. Rouned Siam on the 12th inst., and had strong N.E. winds from the monsoon with unusual high seas to Macassar Bank; from thenow wind gradually decreasing with cloudy weather to port.

The British steamer *Zafiro* reports left Bangkok on the 9th inst., and experienced moderate N.E. winds in Gulf of Siam. Rouned Siam on the 12th inst., and had strong N.E. winds and fine weather. In Foochow str., Sia Nearing, Wussey, and Gulf of Suez. In Amoy H.M.S. Rambler, 4 Chinese war vessels, and 1 Russian gunboat. In Swatow str., Mongolia.

The British steamer *Nova* reports left Foochow on the 12th inst., and experienced moderate N.E. winds and fine weather to port.

The British steamer *Tuichow* reports left Bangkok on the 9th inst., and experienced moderate N.E. winds in Gulf of Siam. Rouned Siam on the 12th inst., and had strong N.E. winds and fine weather. In Foochow str., Sia Nearing, Wussey, and Gulf of Suez.

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The British steamer <i

EXTRACT.

INSURANCES.

SHIPS' NAMES.
There is not only reason, but there is wit and humour in the naming of raccoons, but there would appear to be as little rule observed in the naming of ships—more especially, until recently, of the ships of our Royal navy—in the naming of public houses, or, more strikingly still, of London streets. Of course a ship, being a manufactured article, does not inspire appropriate nomenclature so readily as a raccoon, or as a public-house and streets—from their historical local associations, but at the same time a glance down the Navy List unfolds such astounding contrasts and misnomers, and leaps and bounds from one sort of name to another, that we are inclined to wonder why some imaginative and well-versed man has not been appointed to the post of Critic-tener-General to the Service.

We are puzzled to find, for instance, the peculiar appropriateness in calling a gun-boat fitted with all the latest devices in the art of destroying life and maiming widows and orphans, by such homely, peaceful names as Philomena, or Linnet, or Woodlark, or Lily, Zephyr and Innocent are very pretty names, but they are more appropriate to a graceful pleasure yacht than a war-steamship. As for names like Gas-chopper, Cock-a-hoop, and Bull-trough, is not that black, or sprat, or bluebottle? In justice, however, it must be said that the above quoted names and many others of equal apparent absurdity belong to comparatively ancient vessels, while the recent additions to our navy are well named from an exceedingly useful and practical point of view. Thus Topaz may not seem at first sight a very fitting name for a war vessel. But that name tells a sailor at once to what class of vessel he belongs—that is to say, to a class named after jewels. In like manner another class is named after birds, and so forth, while the recent Admiral class serves moreover to keep alive the traditions of the many splendid services in history. With regard to an older order of manufacture, unknown folk, and even sailors themselves, often condemn emphatically the existence of our new list of "furneering names," and are unaware that nearly every ship thus christened is a standing, or, rather, a moving monument of a gallant dead. Bellissimo, Esquie, Espanio, Fantome, Mutine, Sommeire, Imperiose, Immortalis, and others, are names of French vessels captured during the great war, which not only retained their baptismal names, but fought gallantly against their captors. Every one will admit the characteristic appropriateness of names like Undaunted, Audacious, Dreadnaught, and Thunderer, and to a lesser extent, perhaps, Revenge and Devastation; while as we are preferentially worse off than any other nation for monuments on land to our great men, it is well that Nelson, Collingwood, Anson, Duncan, Rodney, and Howe should still live at sea, and that Nile, Truflgar, and Cuperdown should be commemorated.

When our carrying trade developed to its present enormous dimensions it is surprising that our great steamship companies should have been long deciding to name their vessels according to some definite plan. Gradually, however, this has been brought about, so that we may have a Castle Line, a Clan Line, a Duns Line, a Glen Line, a Long Line, a Hall Line, and a Bird Line; lines which end their names "in," "in a," and "in o." The P. & O. Company, names its fleet almost exclusively after places on its line of communication. The French Messageries Company names its passenger-steamers after rivers, and the Transatlantic Company after cities.

But such rules are of course inapplicable to the huge mercantile marine in private hands, and the list comprehends every known object in the four elements, a vast amount of topographical names, a still greater number of family or common names of raccoons, and names commemorative of prominent passing events. Even in these prosaic days a ship is regarded as "a thing of life," and the owner who hastens to name his house after his wife, or his sweetheart, or his birthplace, if he has an atom of sentiment in his delights in commemorating them on the bows and stern of his broad-winning vessel. The fisherman is very strict in his observance of this pleasant way of testifying affection, and although occasionally we may come across a brown-sailed tub with a grand name, the greater number are Fanny, James, Three Brothers, Two Sisters, Norfolk, Pride, Corinthian, or Dovin Beauy, &c.

Our east coast will be still superstitious to a degree unknown to Lindsey, but their superstition is of a different character from that of their fathers over the Channel. If we look along the bows and sterns of our French or Belgian fishing fleet, we shall note hardly one craft out of fifty with a name other than Scriptural or of a religious type. Occasionally we may come across "Jeanne Françoise" or a "Boles Jeune," but there are as rare as English boats. The Yorksire fisherman may believe in watching on the Nab on Holloway to hear the sound of the buried Whitebells; the Cornishman may tremble when he sees Saint Elmo's fire; the Deep boatman may believe that Tintenber steeples caused the Goodwin Sands; and all three will refuse to sail on a Friday; but they sneer at the protecting power of a few letters in white paint. But the Calais or Boulogne fisherman, who dubs his cap as he sails past the crucifix, going out into the sea, regards the sacred name on his boat as a talisman, and could not be induced to alter it to anything wilder. At the same time, the British sailor is a sturdy believer in the good or bad luck attending certain names. For this reason we find famous names in the naval annals of our country which do not reappear at all, or at any rate, not until the memory of the fatality associated with the name has faded away. Hence it will be long before we have a Captain, or a Bos'n, or a Euryalus, in the Naval List, as it is probable that men would absolutely mutiny rather than to see in a vessel bearing one of these ill-fated names. A eminent instance of this is quoted by a well-known North of England shipowner. He built four vessels in succession, each named the Tintenber, and each of which was lost. He built a fifth, gave her another name, and embarked his crew. At the last moment she was rechristened by the ill-omened name, and not one of the crew would go to sea in her. A fresh crew was with difficulty procured; she went to sea, and was lost. This is, of course, many an extraordinary coincidence, but a coincidence of such a nature that poor Jack may be pardoned for being influenced by it, especially when we remember how we in ordinary life are apt to be impressed and influenced in our actions by auguries and omens of a very much more trivial character. After all, although the naming of a ship is a relic of the days when warriors named all their accoutrements, from their horses to their hats, it is a pleasant fancy which we will still never be killed out by the exigencies of red-tape and organisation. We do not name our caravans now, for the very good reason that the nomenclature of a nation's artillery would very soon exhaust a dictionary; but it used to be the rule when the naval strength of a Power, like numbers rather than in individuals, when the price of one huge ironclad shall be taken by a couple of hundred torpedoes, to fit it absolutely necessary to sacrifice fancy and sentiment, and that a remote generation of Englishmen will exult over a "Gallant Nut" be Fiftieth, or a "Eighty-Five Hundred," in the same strain that we sing of the "Stately Arches," and the "Brave old Tomorrows."—*Close*.

PHENIX FIRE OFFICE
The Undersigned are now prepared to GRANT POLICIES OF INSURANCE against FIRE at the following Rates:

On First-class Buildings, at 3 1/2% Net per Annum.
Tenements, at 4 1/2% Net per Annum.
On First-class Golds, &c., & Merchandise stored, at 5 1/2% Net per Annum.
On Coal, at 1 1/2% Net per Annum.
On Petroleum in all its forms, at 1 1/2% Net per Annum.
On Gasworks, at 1 1/2% Net per Annum.
On First-class Chinese, at 2 1/2% Net per Annum.
On Second-class Chinese, at 2 1/2% Net per Annum.
On Third-class Chinese, at 2 1/2% Net per Annum.

Accumulated Funds, £12,427.920.
Surplus over all Liabilities, £12,427.920.
and Reserve Funds, £12,427.920.
Total, £2,000,352.
ing to valuation made by the Government, £12,427.920.

Income for year 1885, £2,000,352.

C. SETON LINDSAY, Esq., Manager,
Department of the East.

BIRLEY, DALRYMPLE & CO., Agents, Hongkong.

Agents for Phenix Fire Office, Hongkong, 5th August, 1881.

[13]

THE TRAITS INSURANCE COMPANY, LIMITED.

The Undersigned having been appointed Agents for the above Company, are prepared to GRANT POLICIES of MARINE RISKS to all parts of the World, at current rates.

ARNHOLD, KARBERG & CO., Hongkong, January, 1882.

[14]

CALEDONIAN FIRE AND LIFE INSURANCE COMPANY.

INSURANCES.

NEW YORK LIFE INSURANCE COMPANY, AS REPORTED BY CHINIAN ON THE 18TH JAN., 1886.

LIFE ASSURANCE ONLY.
Fully mutual all profits belong to Policyholders, and the rates are more than annually.

STATEMENT FOR YEAR ENDING 31ST DECEMBER, 1884.

Accumulated Funds, £12,427.920.

Surplus over all Liabilities, £12,427.920.

and Reserve Funds, £12,427.920.

Total, £2,000,352.

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C. SETON LINDSAY, Esq., Manager,

Department of the East.

BIRLEY, DALRYMPLE & CO., Agents, Hongkong.

Agents for Phenix Fire Office, Hongkong, 5th August, 1881.

[15]

THE TRAITS INSURANCE COMPANY, LIMITED.

The Undersigned having been appointed Agents for the above Company, are prepared to GRANT POLICIES of INSURANCE against FIRE to all parts of the World, at current rates.

ARNHOLD, KARBERG & CO., Hongkong, 5th November, 1882.

[16]

GENERAL LIFE AND FIRE INSURANCE COMPANY.

The Undersigned having been appointed Agents for the above Company, are prepared to GRANT POLICIES against FIRE AND LIFE at current rates.

PUSTAU & CO., Hongkong, 1st April, 1882.

[17]

THE MAN ON INSURANCE COMPANY, LIMITED.

The Undersigned having been appointed Agents for the above Company, are prepared to GRANT POLICIES against FIRE AND LIFE at current rates.

WOO LIN YUEN, Secretary, No. 2, Queen's Road, West, Hongkong, 14th March, 1882.

[18]

THE IMPERIAL FIRE INSURANCE COMPANY.

The Undersigned Agents for the above Company, are prepared to GRANT POLICIES against FIRE and THIS-TSA-TSU at the following rates.

On Card 10 Cents each, or One Dollar per Dozen.

Also:

ANGLO-CHINESE CALENDAR.

On Card 10 Cents.

"Daily Press" Office, Hongkong, 21st December, 1883.

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WINTER TIME TABLE.

THE KOWLOON FERRY.

STEAM-LAUNCH "MORNING STAR."

Runs Daily from Kowloon to Tsim-Tsa-Tsu at the following hours. This Time Table will take effect from the 20th October, 1883.

WEEK DAYS.

Monday to Saturday.

Leaving Kowloon 6.00 A.M.

Arriving Tsim-Tsa-Tsu 7.00 A.M.

Leaving Tsim-Tsa-Tsu 7.30 A.M.

Arriving Kowloon 8.00 A.M.

Leaving Kowloon 8.30 A.M.

Arriving Tsim-Tsa-Tsu 9.00 A.M.

Leaving Tsim-Tsa-Tsu 9.30 A.M.

Arriving Kowloon 10.00 A.M.

Leaving Kowloon 10.30 A.M.

Arriving Tsim-Tsa-Tsu 11.00 A.M.

Leaving Tsim-Tsa-Tsu 11.30 A.M.

Arriving Kowloon 12.00 NOON.

Leaving Kowloon 12.30 P.M.

Arriving Tsim-Tsa-Tsu 1.00 P.M.

Leaving Tsim-Tsa-Tsu 1.30 P.M.

Arriving Kowloon 2.00 P.M.

Leaving Kowloon 2.30 P.M.

Arriving Tsim-Tsa-Tsu 3.00 P.M.

Leaving Tsim-Tsa-Tsu 3.30 P.M.

Arriving Kowloon 4.00 P.M.

Leaving Kowloon 4.30 P.M.

Arriving Tsim-Tsa-Tsu 5.00 P.M.

Leaving Tsim-Tsa-Tsu 5.30 P.M.

Arriving Kowloon 6.00 P.M.

Leaving Kowloon 6.30 P.M.

Arriving Tsim-Tsa-Tsu 7.00 P.M.

Leaving Tsim-Tsa-Tsu 7.30 P.M.

Arriving Kowloon 8.00 P.M.

Leaving Kowloon 8.30 P.M.

Arriving Tsim-Tsa-Tsu 9.00 P.M.

Leaving Tsim-Tsa-Tsu 9.30 P.M.

Arriving Kowloon 10.00 P.M.

Leaving Kowloon 10.30 P.M.

Arriving Tsim-Tsa-Tsu 11.00 P.M.

Leaving Tsim-Tsa-Tsu 11.30 P.M.

Arriving Kowloon 12.00 A.M.

Leaving Kowloon 12.30 A.M.

Arriving Tsim-Tsa-Tsu 1.00 A.M.

Leaving Tsim-Tsa-Tsu 1.30 A.M.

Arriving Kowloon 2.00 A.M.

Leaving Kowloon 2.30 A.M.

Arriving Tsim-Tsa-Tsu 3.00 A.M.

Leaving Tsim-Tsa-Tsu 3.30 A.M.

Arriving Kowloon 4.00 A.M.

Leaving Kowloon 4.30 A.M.

Arriving Tsim-Tsa-Tsu 5.00 A.M.

Leaving Tsim-Tsa-Tsu 5.30 A.M.

Arriving Kowloon 6.00 A.M.

Leaving Kowloon 6.30 A.M.

Arriving Tsim-Tsa-Tsu 7.00 A.M.

Leaving Tsim-Tsa-Tsu 7.30 A.M.

Arriving Kowloon 8.00 A.M.

Leaving Kowloon 8.30 A.M.

Arriving Tsim-Tsa-Tsu 9.00 A.M.

Leaving Tsim-Tsa-Tsu 9.30 A.M.

Arriving Kowloon 10.00 A.M.

Leaving Kowloon 10.30 A.M.

Arriving Tsim-Tsa-Tsu 11.00 A.M.

Leaving Tsim-Tsa-Tsu 11.30 A.M.